

DECEMBER, 1926

FLORIDA HIGHWAYS

\$1.00 Per Year

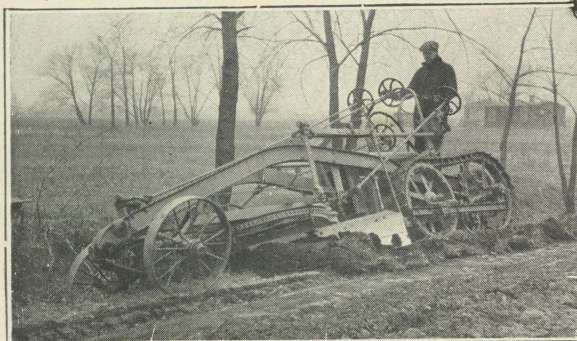
Published by the State Road Department

Single Copy 10c

The use of Carey Elastite Expansion Joint adds an almost insignificant amount to the cost of concrete pavement construction. But the assurance it gives that the job will be a lasting recommendation of the builder is worth that small cost, times over.

The Philip Carey
Company
Lockland, Cincinnati,
Ohio

**Carey
Elastite**
TRADE MARK
EXPANSION
JOINT



With These Leaning Front Wheels You Can Do

Better Work: because these wheels keep the front end of the machine from slipping sideways, and thus hold the blade to a straight course.

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Twice as Much of Any Kind of Work: because you can use the whole blade of an Austin Motor Grader and set it at the proper angle to move dirt. Straight wheel machines must do one of two things to keep from sliding away from their work; either set the blade so straight across the frame that it won't cut and simply fills the ruts the way a road drag does, or set the blade at a very sharp angle and then raise the heel so high that it just cuts a narrow furrow.

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FLORIDA HIGHWAYS

Official Publication of the State Road Department

~ *Souvenir Pictorial Issue* ~

Vol. III

DECEMBER, 1926

No. 12

Florida's Chief Executive



Hon. John W. Martin

Governor of the State of Florida

Chairman's Column



Dr. Fons A. Hathaway
Chairman State Road Department

Florida Leading the South in Highway Construction

Wherever the subject of good roads is discussed Florida immediately gains the center of the stage for the reason that this state is prosecuting at present the largest road building program of any state in the south and one of the largest in the entire country, having at this time approximately eighteen million dollars worth of work under construction with advertisement running, bids returnable the 5th of January, that will augment this huge sum by one and three-quarter million dollars. Florida's mammoth program is the more interesting because the roads are being paid for under the pay-as-you-

go plan as they are built. There is not one dollar in bonds outstanding against the state for roads and yet no state is getting better roads or getting them faster than is Florida.

Sources of Revenue

The State Road Department derives its revenue from the following sources: One mill Ad Valorem tax; four cent gasoline tax, one cent of which, however, goes to the counties; one-eighth cent per gallon gas and oil inspection tax; automobile license tax; title registration of motor vehicles; county donations and federal aid. It was estimated at the

beginning of the present year that the funds from these sources would aggregate fourteen million dollars. For the eleven months to December 1st the department, in fact, received approximately \$14,712,442.08. The collections for the month of December should increase this amount some eight hundred thousand dollars.

Contracts have been awarded since January 1st, 1926, amounting to around fifteen million dollars. With fifteen million dollars income this department can maintain at all times a safe reserve and carry on operations involving from eighteen to twenty million dollars a year for the reason that contracts let the latter part of any given year go over into the next.

Florida's Road System

The State Road system comprises 5,654 miles, including only roads designated by the Legislature as state highways and having no reference to county roads, which are not classified as part of the state system. This state system has been divided by the Legislature into roads, which for the sake of convenience, are referred to as the First Preferential System, the Second Preferential System and the Secondary Roads. The Preferential System has a mileage of 2,479 miles, a little less than half the total mileage; the Second Preferential System, 994 and the Secondary Roads 1,181 miles.

During the 1921 session of the Legislature the State of Florida came to the wise decision of concentrating the Road Department's funds and all its resources upon the construction of main and important trunk line roads (Preferential), crossing the state East, West, North and South and connecting with similar existing and projected roads tapping the Florida line from border states. So consistently has the state followed the program that one can enter Florida at half a dozen different points and motor, never leaving pavement to most of the important towns and cities in the state. It is true that much of the mileage of these main roads has been constructed by counties, but these sections are maintained by the state and are in good condition at all times.

Under the law the State Road Department is re-

quired to complete the Preferential roads before expending any funds in the construction of highways in the Second Preferential list, with the proviso that the department may take up the building of Secondary roads at such time as the Preferential list has reached that stage in construction that labor and materials may be transferred to others without delaying or retarding the final completion of the Primary System.

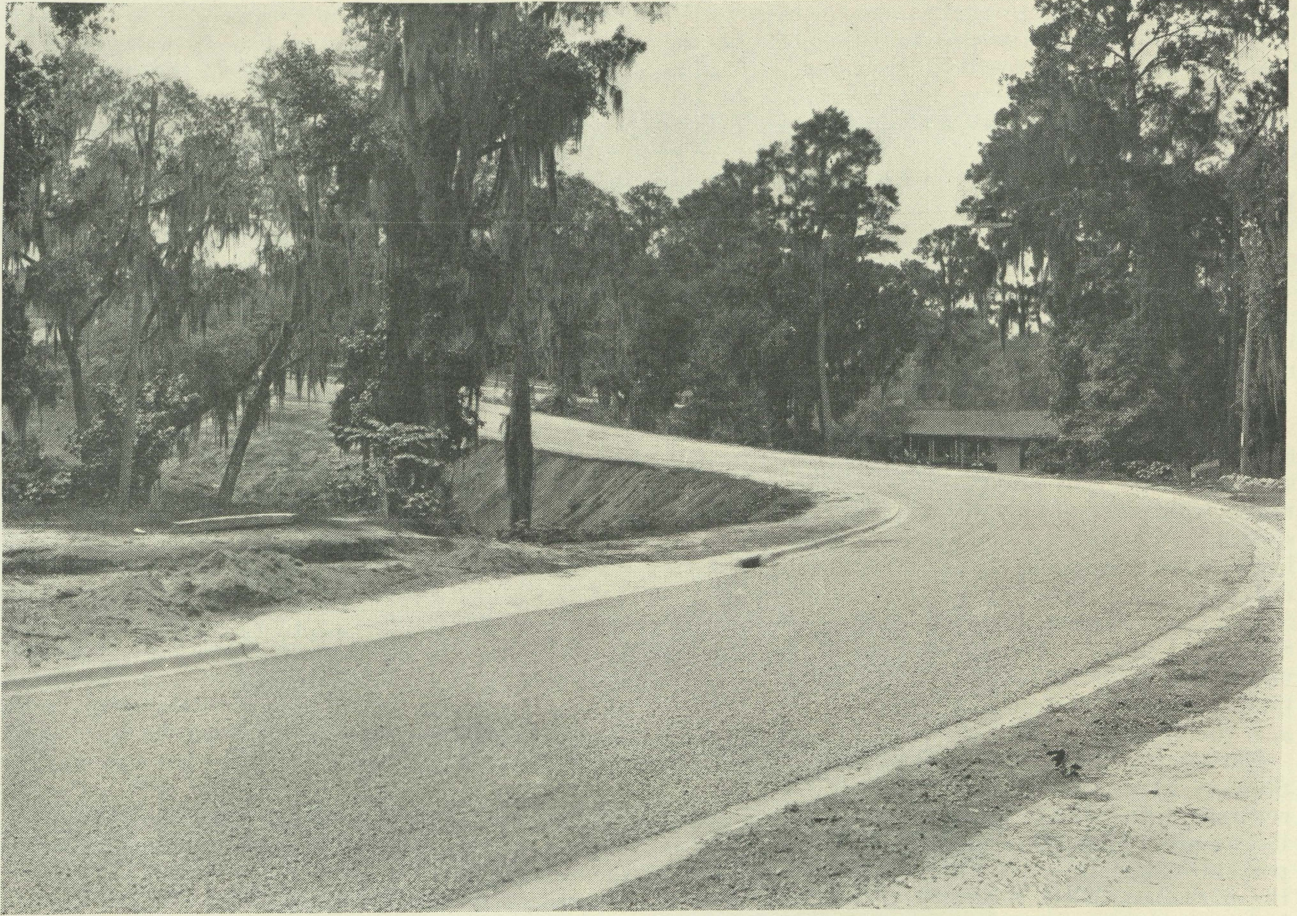
With the progress that the department is now making on the Preferential roads it is believed that the time is not far distant when work on certain of the Secondary roads can be started. This cannot be done, however, if there should be a reduction in the present resources or diversion of any of the funds that go into the road treasury to other purposes. With the strong public sentiment in this state for a thorough system of highways and built at the quickest possible time it is not believed that there will be any retrenchment.

Conclusion

Florida's unexcelled climate, sports, such as fishing and hunting, her sunshine and natural beauty have long drawn millions of people within her frontier—even before the day of the automobile and our railroad and boat lines were inadequate to handle the traffic. Good highways reaching out in every direction and touching the interior and coast towns throughout the peninsula with opportunity uninterrupted for pleasure driving, will prove an added attraction and make Florida the most popular tourist state in the Union and what is more, many thousands will, after viewing the state's natural resources and advantages, build homes in Florida and take up their permanent residence in this wonderful state. Florida is not selfish; she welcomes the worthy from other states and will be happy to have such take up their abode in the land of enchantment and opportunity; whether they come to escape the freezing winters of the north, restoration of health, or to engage in profitable industry. There are no guards on the Florida frontier. The motorist will know when he reaches the Florida line. The superb roads that greet him make the announcement, "Speed Limit 45 Miles per Hour."



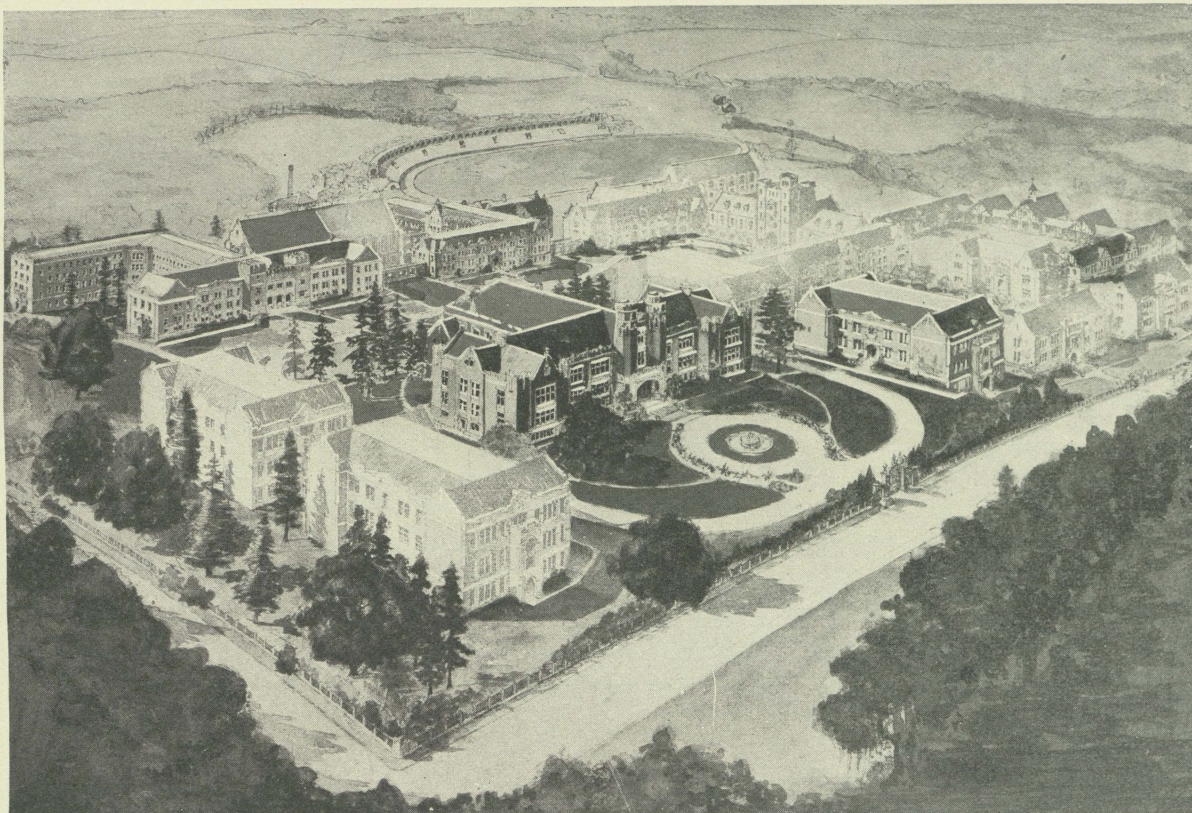
Concrete Underpass Under L. & N. R. R. on Road 1 West of Marianna



Road No. 2, F. A. Project 19, Hamilton County in the City of White Springs, Showing Completed Curb and Gutter and Surface Treatment of Asphalt and Slag. The Famous White Springs in the Background.



Looking North at Palm Bay, F. A. Proj. 40-A—Road 4—Surface Treated Rock Base



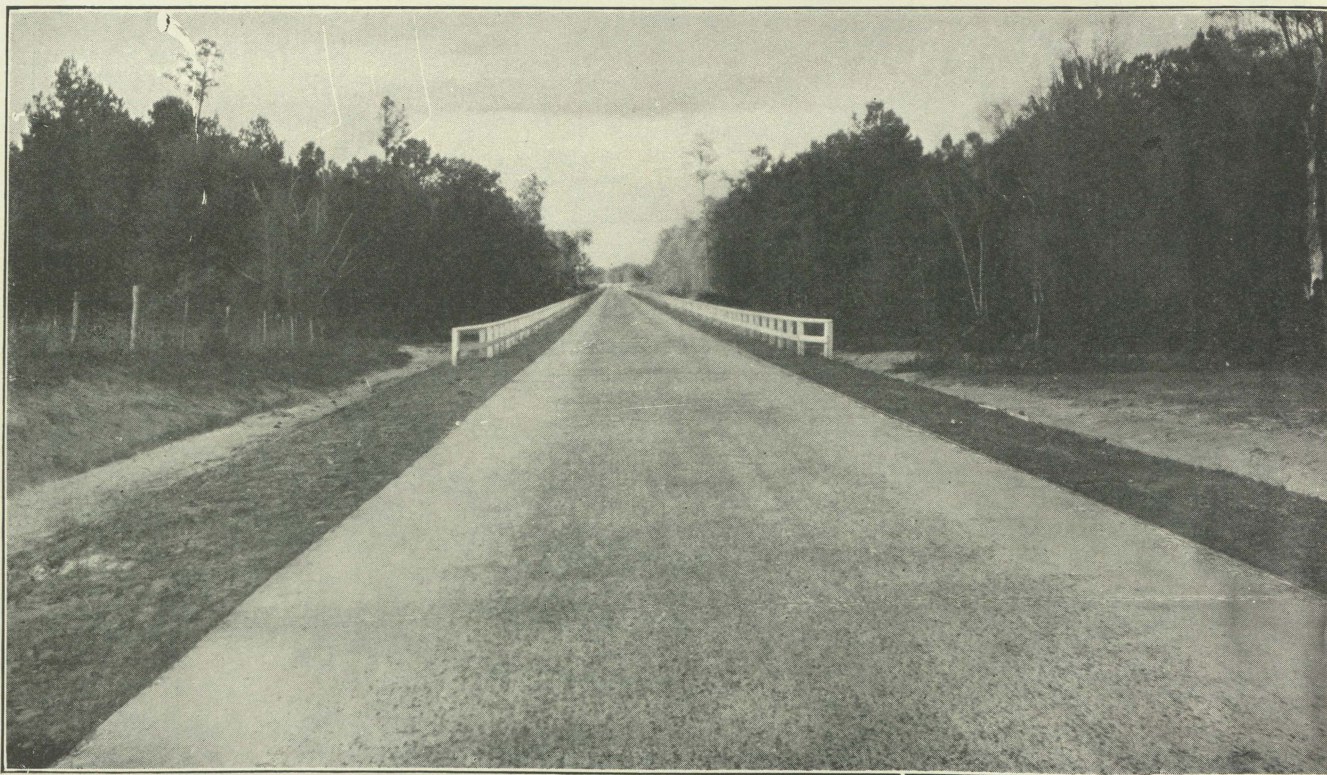
Birdseye View Florida State College for Women, Tallahassee



Suwannee River Bridge, Road No. 2—F. A. Proj. 30—Near White Springs, Florida.



Victory Bridge over Apalachicola River Showing Flood Waters January 22nd, 1925.



A section of 18-foot Concrete Highway. This photograph shows one type of guard-rail used on fills.



Road 2, Marion County, near Santos. Rock Base, Surface-treated.



View at Marion County Quarry No. 2 on County Project No. 4, near Williston, Florida.



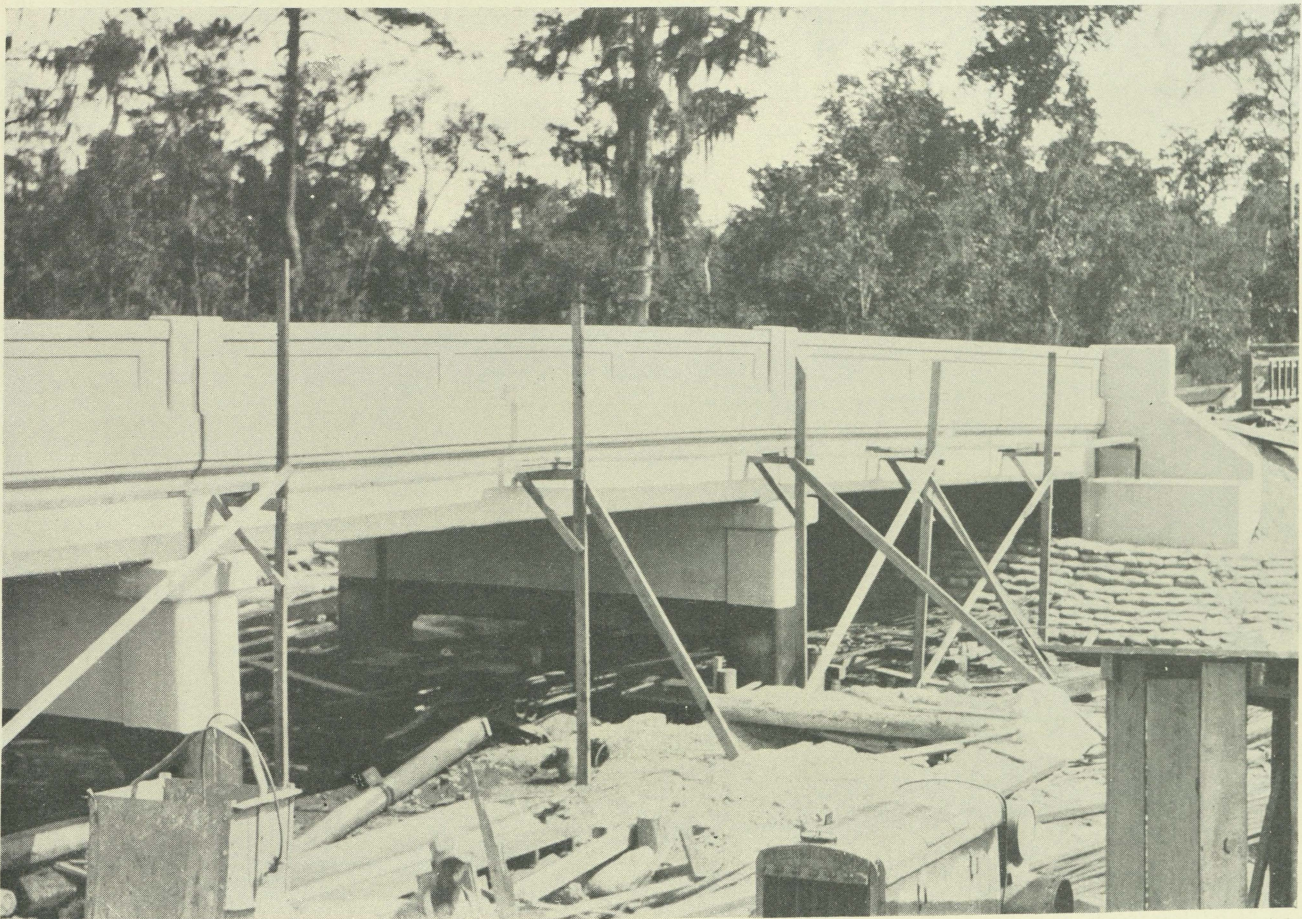
Plain Cement Concrete Pavement, Federal Aid Project No. 35, Escambia County.



Bituminous Macadam, State Project No. 570, Road No. 5.



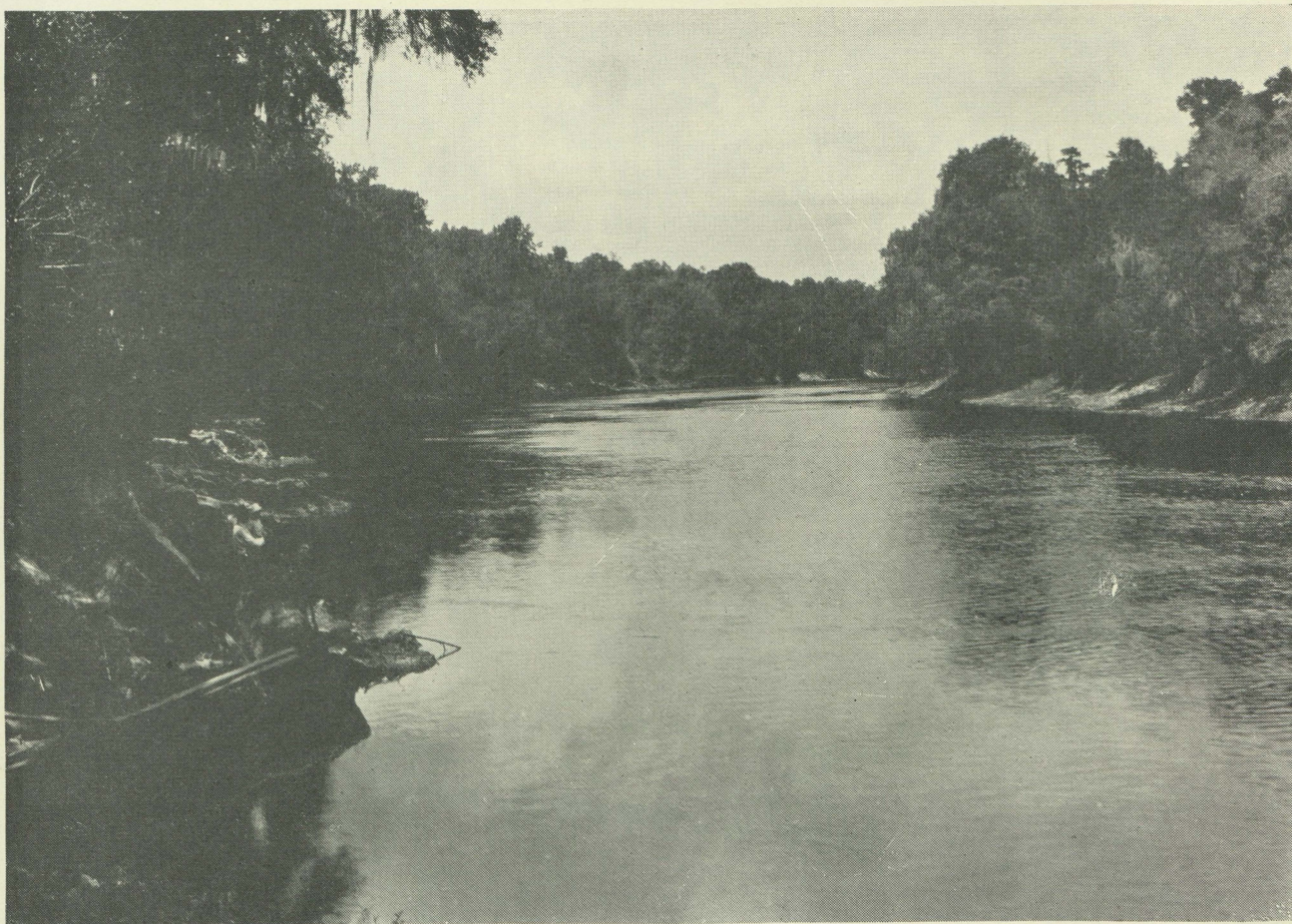
State Project No. 546, Ojus Rock, surface-treated, Road No. 4, Brevard County.



Project 421—Bridge Over St. Mary's River, the Line Between Georgia and Florida. This View Shows Three Concrete Spans and the Florida Abutment.



Looking North Near South City Limits of Melbourne. Completed Surface-treated Base. F. A. Project 40-A.



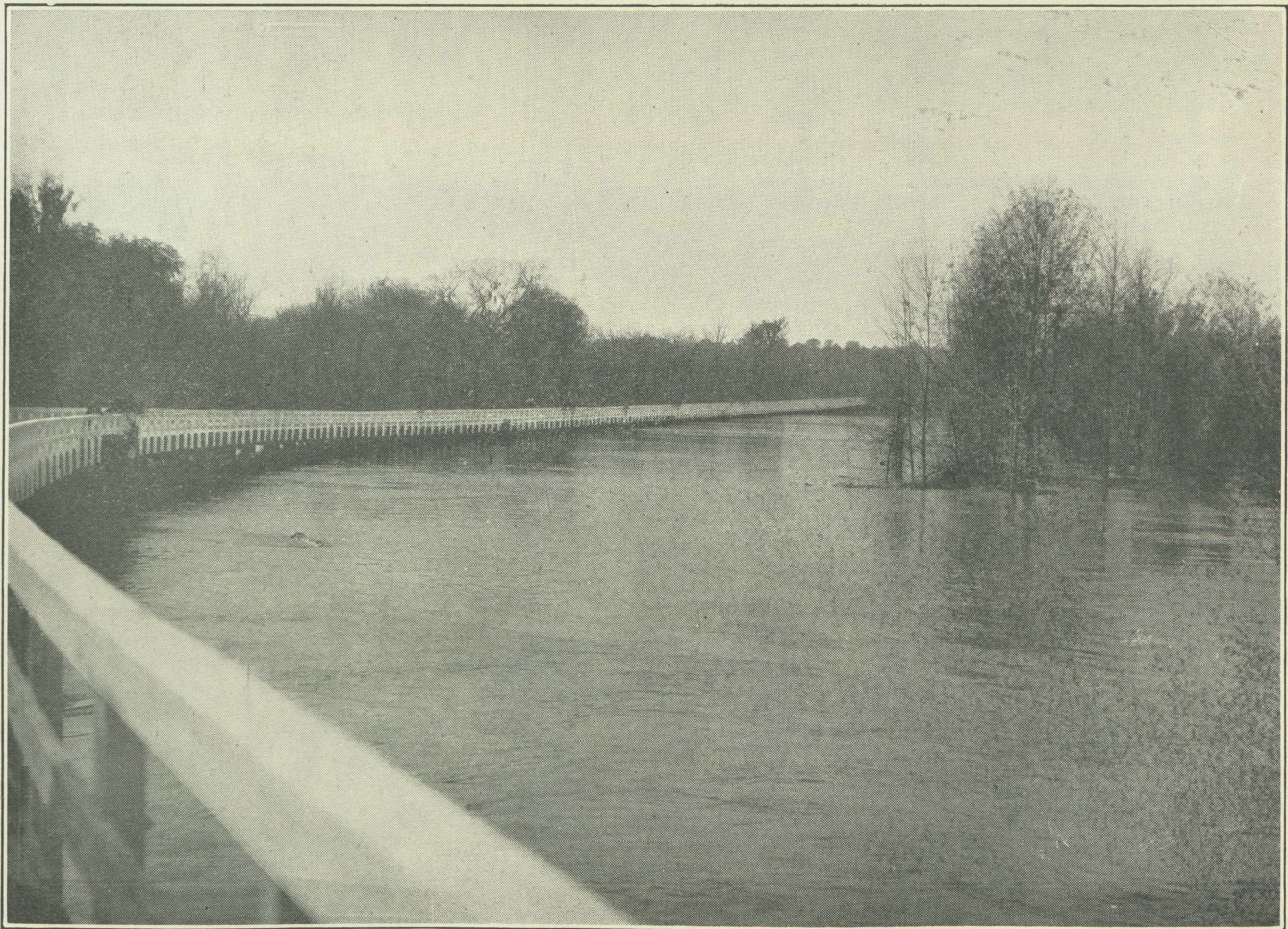
Moonlight on the Suwannee River Near Lake City where the Dixie Highway Spans the Stream.

Contracts Awarded by State Road Department January 1, 1926—December 31, 1926

Contractor	Project No.	County	Length Miles	Length Feet	Contract Plus 10%	Type
Noonan-Lawrence	51	Escambia	6.28	....	\$ 206,595.89	Concrete
J. S. Walton & Co.	648-B	Hardee	....	615	83,228.09	Conc. Timber
Chas. F. Wilmore	641-A	Palm Beach	11.36	....	86,081.38	Grade
Gillis Const. Co.	644-A	Wakulla	8.49	....	47,367.49	Grade
L. M. Gray	617-618	Alachua	16.06	....	248,123.10	R. Base
Montgomery & Parker	633-B	Gadsden	....	240	39,591.47	Conc. Bridge
Peterson & Earnhart	672-B	Leon	....	1950	197,377.45	Conc. Bridge
Concrete Steel Bridge Co.	641-B	Palm Beach	....	237	120,766.80	Conc. Bridge
Concrete Steel Bridge Co.	656	Palm Beach	....	727	222,200.60	Conc. Bridge
American Bascule Bridge Corp.	641-656	Palm Beach	....	120	63,573.40	Bascules
J. W. Hall	689	Alachua	1.67	....	10,599.42	Grade
H. E. Wolfe	562-A	Highlands	5.37	....	142,837.33	S. T.
C. A. Steed & Son	694-694-A	Martin-St. Lucie	8.48	....	61,599.45	C. G. & G.
Boone & Wester	693	St. Lucie	8.73	....	59,670.88	C. G. & G.
Duval Engineering & Contr. Co.	31	Hamilton	11.82	....	241,489.11	R. Base
F. S. Whitney	642	Putnam	10.18	....	210,025.00	R. Base
W. P. McDonald Const. Co.	675	Polk	5.16	....	256,969.88	S. A.
Noonan-Lawrence	500-A	Bay	9.65	....	334,691.65	Concrete
R. H. H. Blackwell	693	St. Lucie	....	160	80,466.96	Concrete
C. A. Steed & Son	694-694-A	Martin-St. Lucie	....	327	125,796.52	Concrete
W. P. McDonald Const. Co.	648	Hardee	1.00	....	31,363.20	R. B. S. T.
Gilbert & Hadsock	676-A	Levy	9.95	....	48,875.58	C. G. & G.
McLeod Const. Co.	676-B	Levy	14.39	....	135,259.30	C. G. & G.
Peterson & Earnhart	673	Gadsden	....	20	10,727.20	Concrete
Atlantic Bridge Co.	38	Escambia	....	....	28,260.98	Surface
Lake Worth Const. Co.	543	Seminole	14.20	....	109,759.62	C. G. & G.
A. Bentley & Sons Co.	621-C	Okaloosa	....	1363	147,295.80	Concrete
A. Bentley & Sons Co.	621-B	Okaloosa	....	1568	157,361.60	Concrete
E. F. Powers Construction Co.	668	Brevard	13.45	....	119,128.58	C. G. & G.
E. F. Powers Construction Co.	564-C	Charlotte	3.93	....	42,264.98	C. G. & G.
L. M. Gray	595	Volusia	6.43	....	122,022.17	R. Base
B. Booth & Co.	53-A	Lake	7.09	....	60,252.65	C. G. & G.
H. E. Wolfe	589	Charlotte	8.16	....	174,725.21	R. Base
W. J. Bryson Paving Co.	614	Sarasota	17.08	....	129,895.29	C. G. & G.
Atlantic Bridge Co.	634-B	Jackson	....	456	70,707.86	Concrete
Duval Engineering & Contr. Co.	504	Columbia	9.41	....	178,551.36	R. Base
R. C. Huffman Const. Co.	669-C	Dade	12.00	....	311,027.69	Grading
L. B. McLeod Const. Co.	682	Citrus	6.45	....	106,241.56	R. B.
Wilson Pipe Co.	564-C	Charlotte	....	134	43,123.52	Conc. & Steel
M. C. Winterburn, Inc.	659	Clay	13.27	....	133,334.45	C. G. & G.
H. E. Wolfe	655	Highlands	5.00	....	105,874.01	R. Base
Broadbent Const. Co.	564-B	Charlotte	9.73	....	190,330.76	R. Base
Thompson & Moseley	589	Charlotte	6.66	....	10,916.86	Canal
Wm. P. McDonald Const. Co.	663	Citrus	8.03	....	138,345.79	R. Base
Peterson & Earnhart	48-B	St. Johns	....	456	81,700.91	Conc. Bridge
F. M. Stuart & Co.	49-B	Flagler	....	200	62,967.30	Conc. Bridge
Baker & Foulks	533	Suwannee	13.47	....	249,410.72	R. Base
Alexander, Ramsey & Kerr, Inc.	669-V	Collier	11.91	....	382,631.70	C. G. & G.
Alexander, Ramsey & Kerr, Inc.	669-X	Collier	9.39	....	104,164.50	C. G. & G.
Bennett Const. Co.	592	Franklin	7.89	....	47,765.75	C. G. & G.
Johnson, Drake & Piper	565	Madison	15.99	....	464,271.36	Concrete
E. W. Ellis	687-A	Lake	15.00	....	120,043.11	C. G. & G.
Peterson & Earnhart	673-B	Gadsden	....	418	61,525.44	Conc. Bridge
A. J. Hoffman	677-A	Levy	6.96	....	38,450.94	C. G. & G.
Langston Const. Co.	676-C	Levy	13.93	....	93,096.41	C. G. & G.
Preskett, Patterson & Blackburn	14	Santa Rosa	6.00	....	96,568.34	Conc. Shldrs.
E. Roy James	50-C	Putnam	10.03	....	89,350.31	C. G. & G.
Duval Engr. & Contr. Co.	7	Hamilton	12.90	....	246,862.55	R. Base
W. P. McDonald Const. Co.	679	Hernando	7.11	....	129,358.28	R. Base
Boone & Wester	50-A	Putnam	6.18	....	71,433.42	C. G. & G.
Langston Const. Co.	660	Clay	10.52	....	180,619.71	R. Base
J. L. Gladwell	619	Alachua	9.28	....	42,957.36	C. G. & G.
M. C. Winterburn, Inc.	529	Suwannee	12.70	....	365,381.55	Concrete
M. C. Winterburn, Inc.	534	Brevard	10.00	....	132,405.26	Repair
J. M. Parker	589	Lee	8.27	....	15,400.00	Shoulders
Tampa Sand & Shell Co.	53-C	Lake	1.87	....	113,087.04	C. G. & G.
The Erler Corporation	682	Citrus	....	247	60,573.90	Overhead
Coastal Const. Co.	677-B	Levy	11.58	....	161,287.36	C. G. & G.
Mason Payne Co., Inc.	691	Indian River	5.52	....	95,138.91	C. G. & G.
Boone & Wester	692	St. Lucie	7.38	....	130,489.86	C. G. & G.
L. M. Gray	676-A	Levy	9.96	....	142,354.12	R. Base
L. M. Gray	676-B	Levy	14.39	....	205,463.80	R. Base

**CONTRACTS AWARDED BY STATE ROAD DEPARTMENT FROM
JANUARY 1, 1926 to DECEMBER 31, 1926 (Continued)**

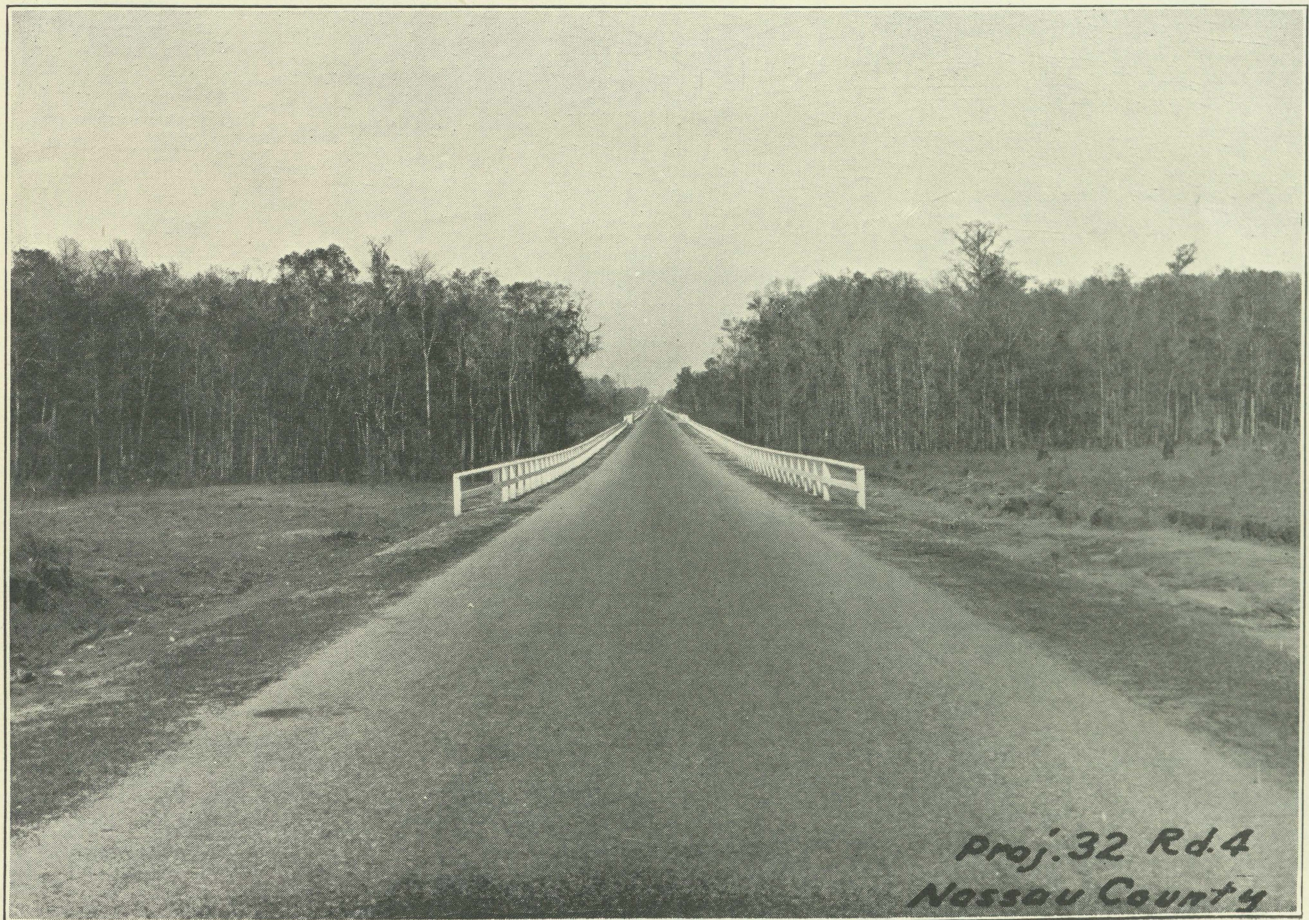
Contractor	Project No.	County	Length Miles	Length Feet	Contract Plus 10%	Type
W. J. Bryson Paving Co. . . .	46	Nassau	11.51	....	337,808.87	Concrete
J. B. McCrary Engineering Corp.	47	St. Johns	14.96	....	433,043.29	Concrete
Nelson Brothers	674	Duval	3.50	....	127,109.00	Concrete
Duval Engineering & Contr. Co.	571	Madison	14.26	....	236,789.17	R. Base
L. M. Gray	37-D	Alachua	2.14	....	32,594.07	R. Base
Wm. P. McDonald Const. Co.	648	Hardee	7.14	....	105,173.31	R. Base
C. G. Kershaw Const. Co. . .	587	Columbia	4.37	....	27,176.71	C. G. & G.
C. G. Kershaw Const. Co. . .	718	Columbia	8.22	....	69,487.00	C. G. & G.
S. J. Groves & Sons Co. . . .	640-A	Martin	9.00	....	81,113.16	C. G. & G.
Lake Worth Const. Co. . . .	640-B	Martin	11.80	....	125,751.53	C. G. & G.
H. D. Spangler	653	Broward	13.46	....	75,976.29	C. G. & G.
Curtis & Gubbins	698	Leon	12.43	....	153,687.30	C. G. & G.
Montgomery & Parker	621-D	Okaloosa . . . . .	....	29.0	19,068.28	Concrete
TOTALS			531.95	9267.0	\$11,149,235.78	

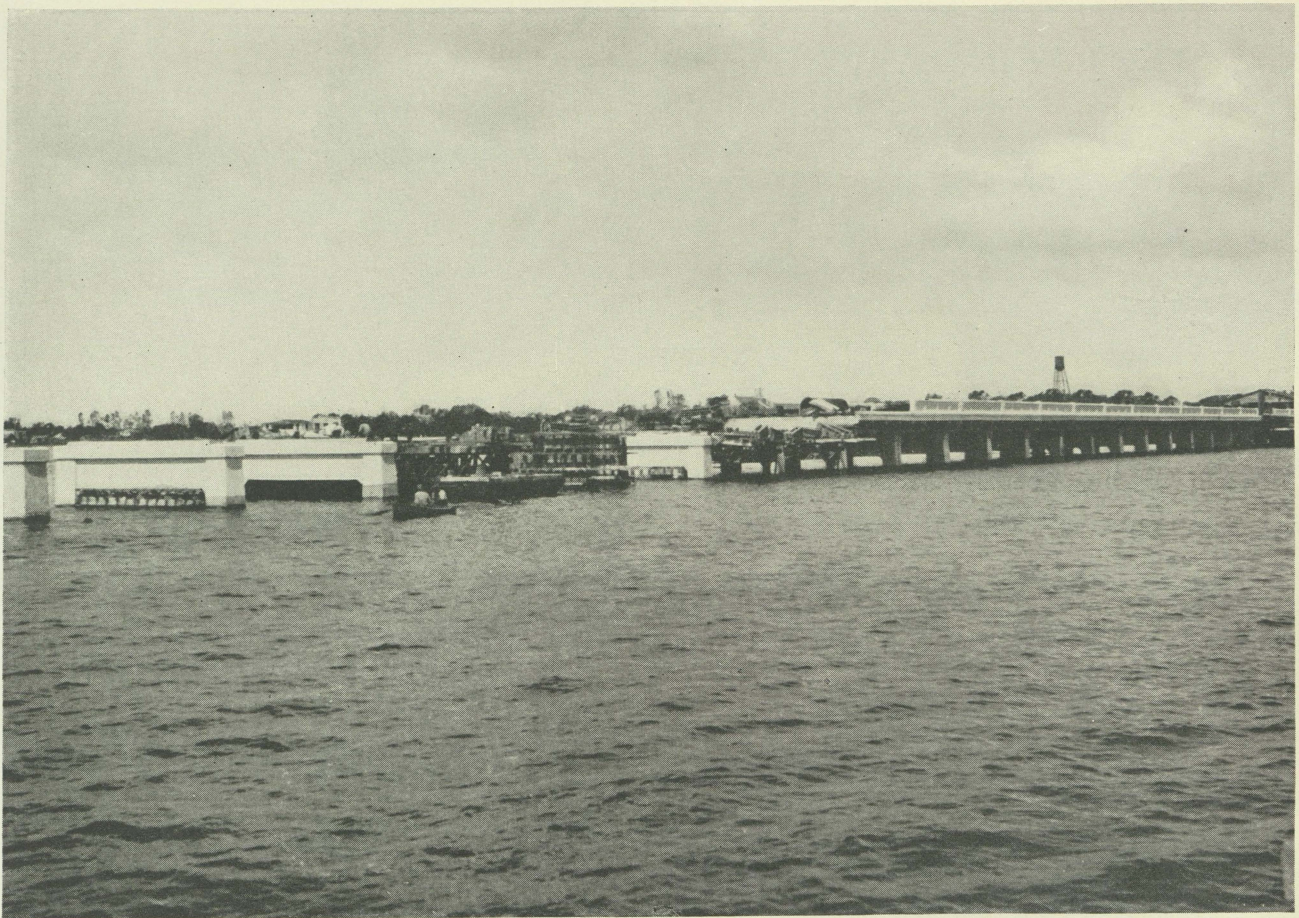


West Approach to Victory Bridge During the High Water January 22nd, 1925.

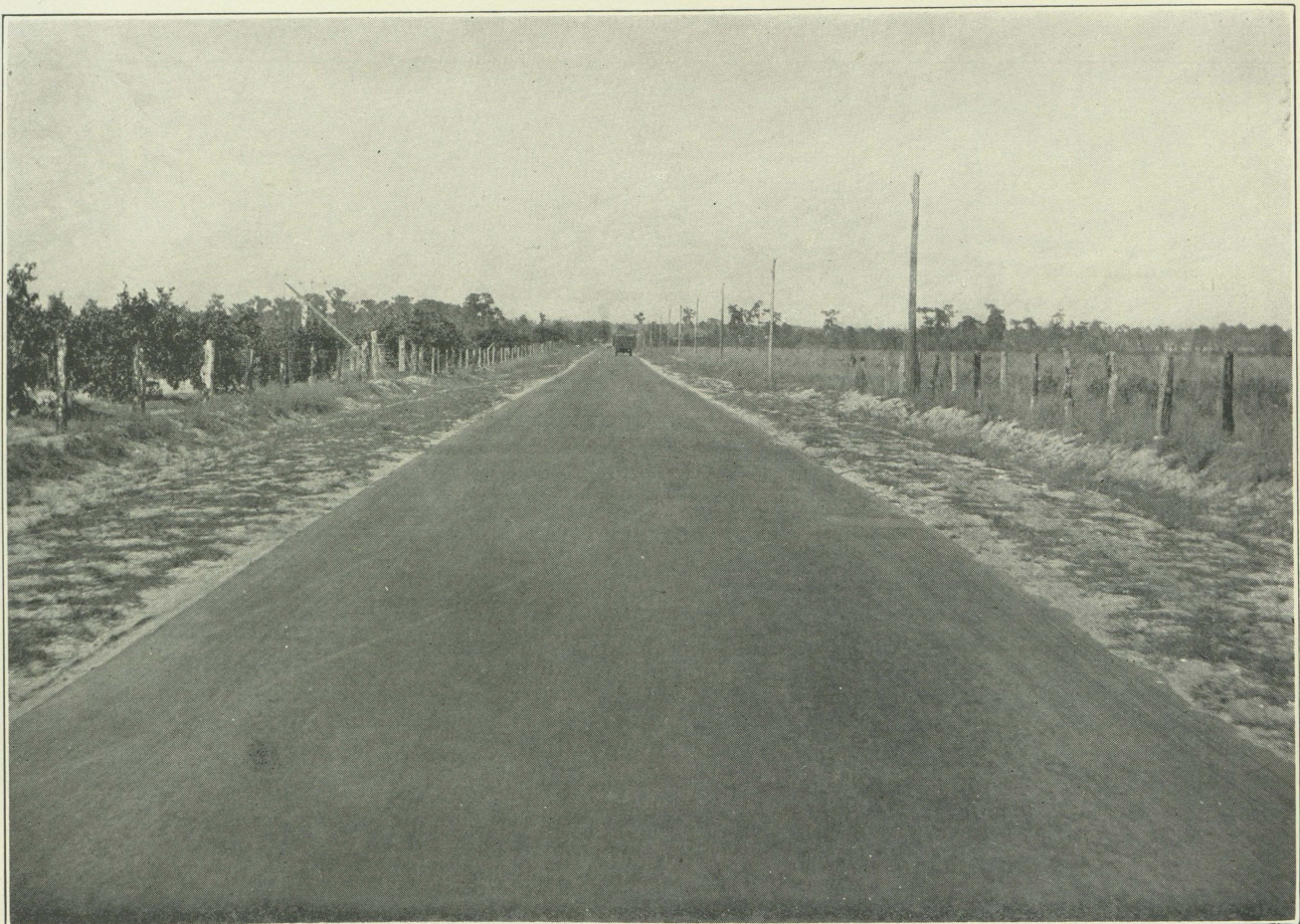


Road 2 in Marion County Near McIntosh. Rock Base Surface-treated.





Manatee River Bridge Between Bradenton and Palmetto—Showing Progress of Construction.



Sheet Asphalt, Project 562-B on Road No. 8 in Polk County.



F. A. Project 38—Escambia Bridge. View of 200-ft. Steel Swing Span. This bridge was opened to traffic July 8th and stretches three and one-half miles across Escambia Bay.



Project 40-E—Road Four



Group photograph of the record-breaking crowd which attended the opening of bids July 21st, 1926, for construction of the greatest number of projects ever advertised for a single letting—15 projects in 12 counties.

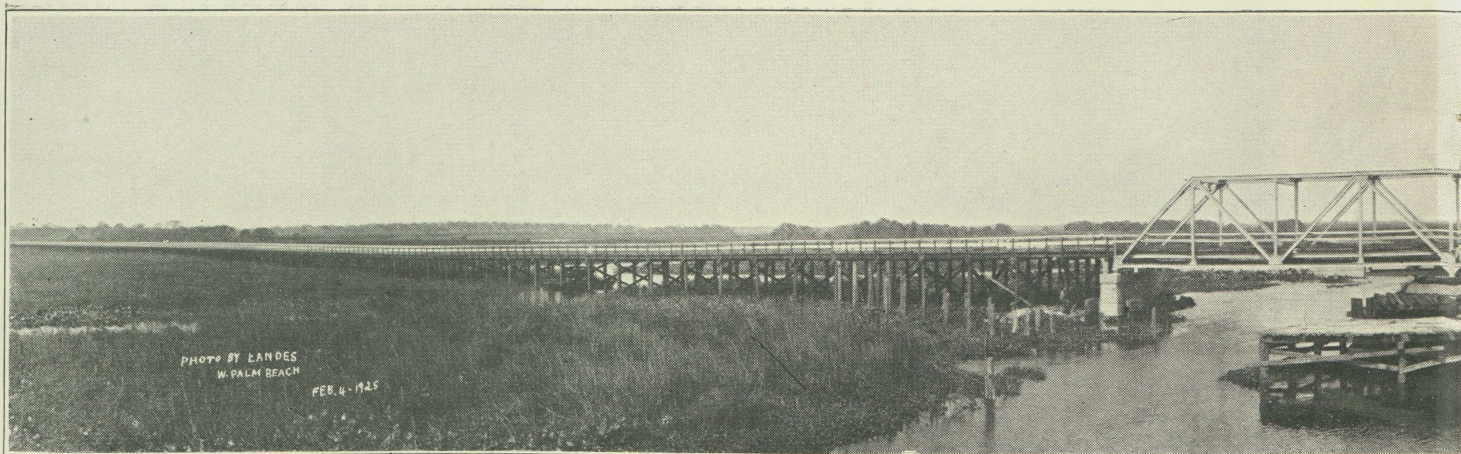


PHOTO BY LANDES
W. PALM BEACH
FEB. 4 - 1925

Kissimmee River Bridge, Sta

Florida Highways

Published Monthly
Official Publication of the State Road Department

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J. HARVEY BAYLISS, *Pensacola*
I. E. SCHILLING, *Miami*
WALTER P. BEVIS, *Tallahassee, Acting Secretary.*

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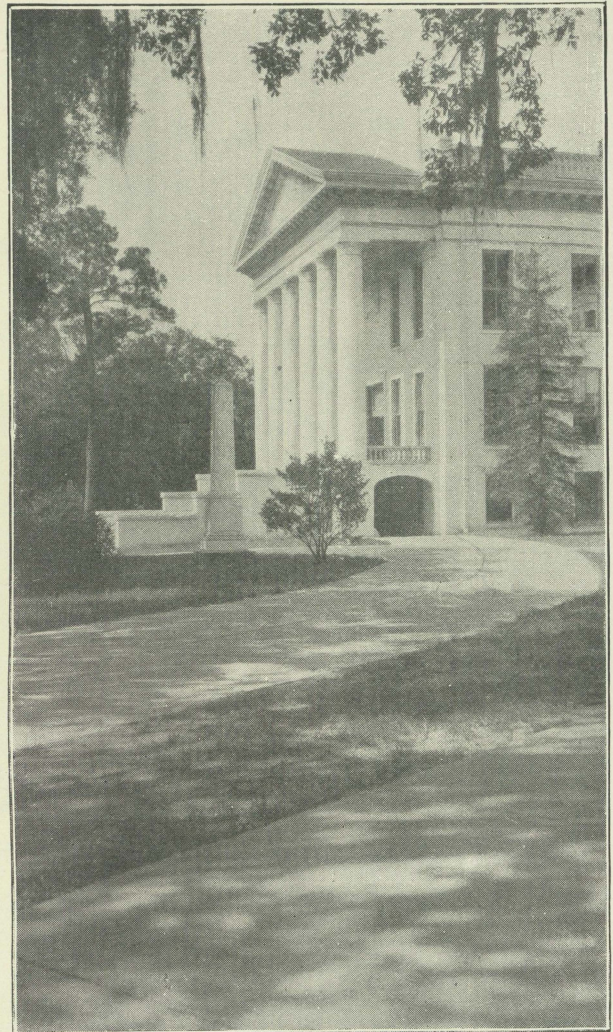
J. L. Cresap, Tallahassee.....State Highway Engineer
L. K. Cannon, Tallahassee....Ass't. State Highway Engineer
G. L. Derrick, Tallahassee.....Bridge Engineer
C. W. DeGinther, Tallahassee.....Ass't. Bridge Engineer
Harvey A. Hall, Gainesville.....Testing Engineer
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Accounting Division

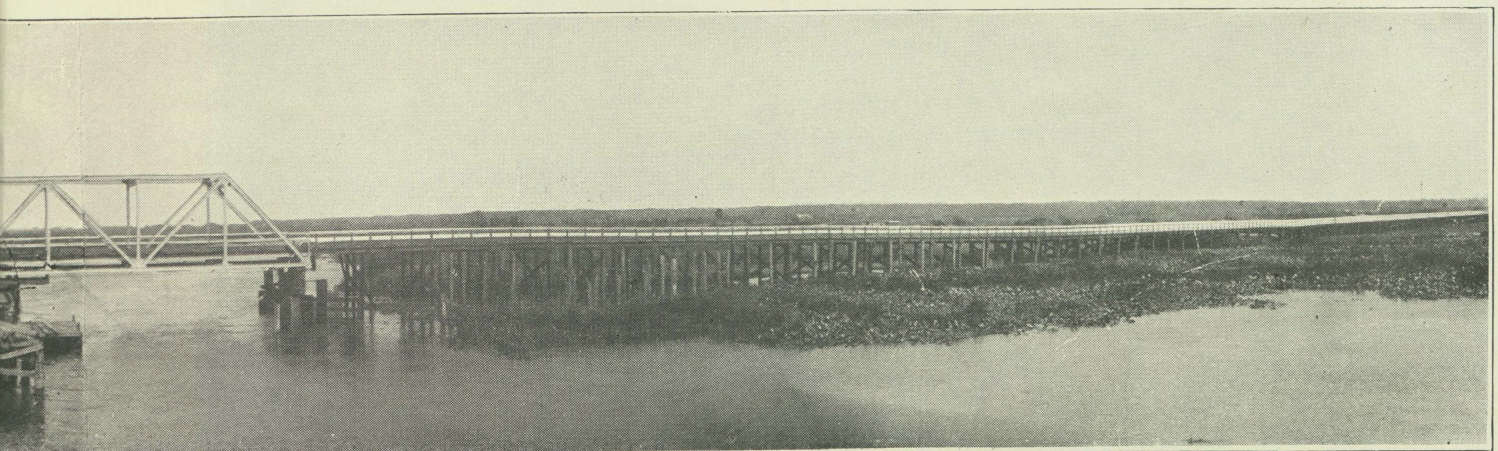
S. L. Walters, Tallahassee.....Accountant

B. A. Meginniss, Attorney for the Department,
Editor and Business Manager

Volume III December, 1926 Number 12



The East Portico of Florida's Capitol. On this Porch the
Inauguration Ceremonies are Held.



Road No. 8, West of Okeechobee City.



Road Four—F. A. Project 36-B



F. A. Proj. 40-A—Looking South at Palm Bay.

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Mr. Slow-Pay Again

The Dentist had been trying to collect a bill for a set of false teeth.

"Did he pay you?" asked his wife.

"Pay me! Not only did he refuse to pay me, but he actually had the effrontery to gnash at me—with MY teeth!"—Good Hardware.

"I can remember when he didn't have carfare."

"How did he make it?"

"He got the state contract for painting detour signs."—Life.



Sheet Asphalt Pavement, State Road No. 2, Orange County. Federal Aid Project No. 13.



Looking North Between Grant and Micco. Base with Surface Treatment Not Completed.



Bituminous Macadam Pavement, Federal Aid Project No. 32, Built with State Forces.

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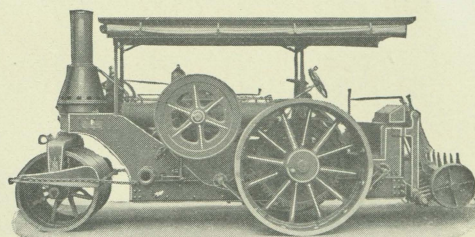
Tampa
Citizens
Bank Bldg.

Miami
Myers-Kiser
Bank Bldg.

Florida

BUFFALO-SPRINGFIELD ROLLERS

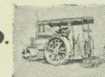
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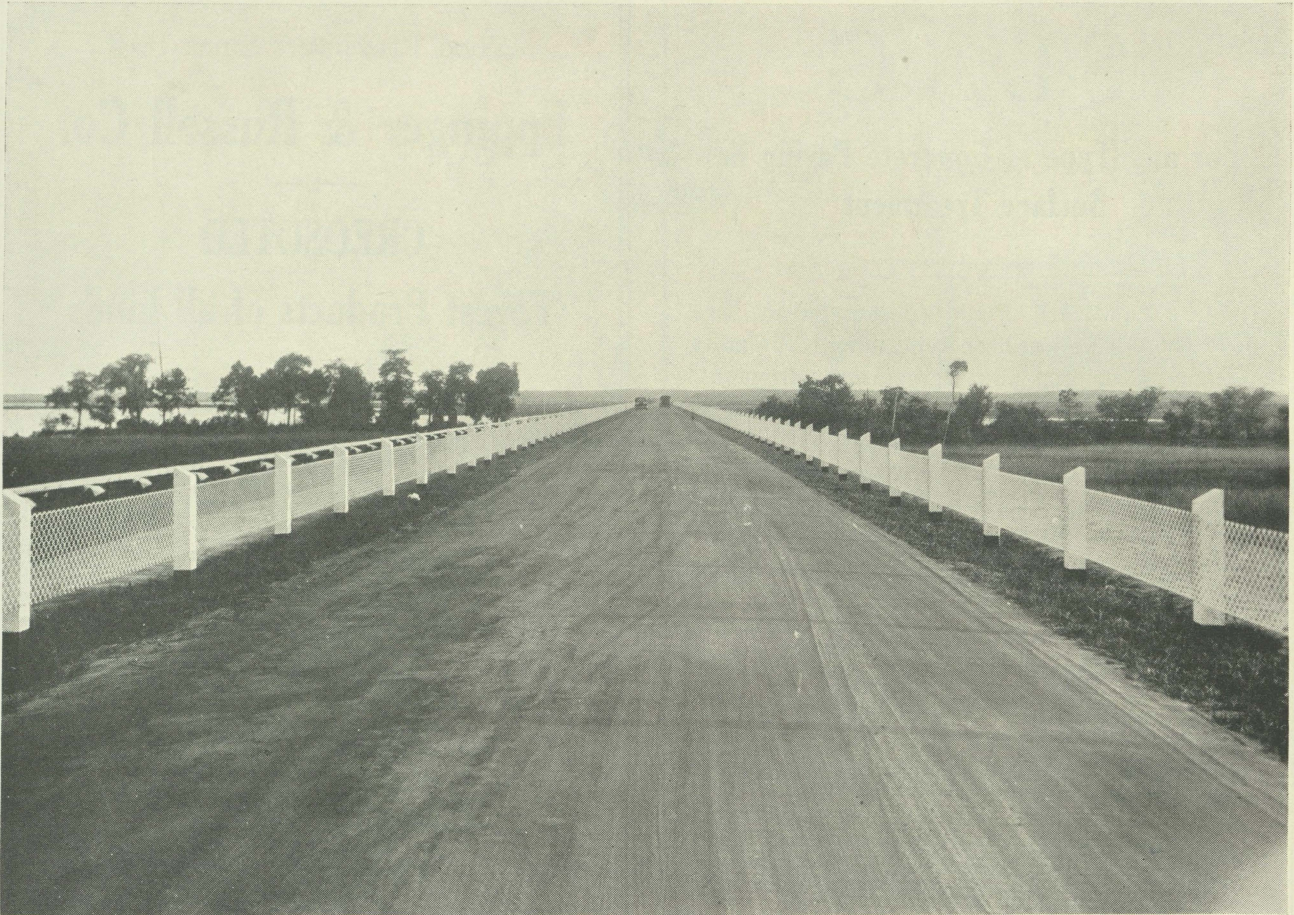
The Buffalo Springfield Roller Co.
Springfield, Ohio.



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M. D. MOODY
402 Masonic Temple,
Jacksonville



F. A. Project 38—Escambia Bay Bridge showing Fill and Guard Rail.



Far Famed Suwannee River

Jack Camp, E. F. Fitch, Clarence Camp,
President. Vice-President. Sec. and Treas.

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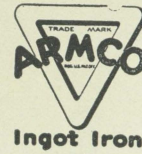
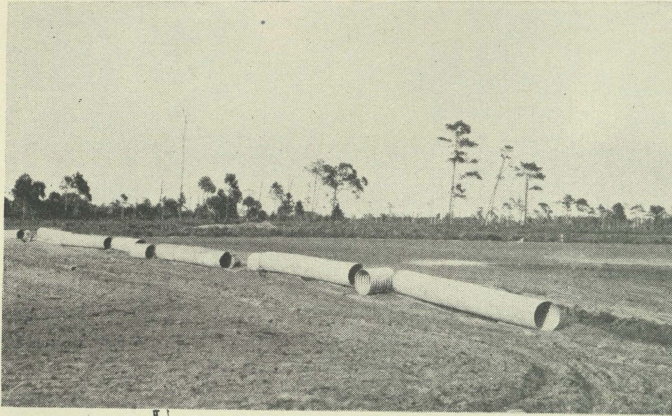
Road No. 2, F. A. Project 31, Hamilton County. Constructing Shoulders and Ditches.



Seminole Bridge Over Long Bayou. State Road No. 15, Pinellas County.



F. A. Proj. 40-A—Looking North Near Micco. Surface-treated Base Complete.



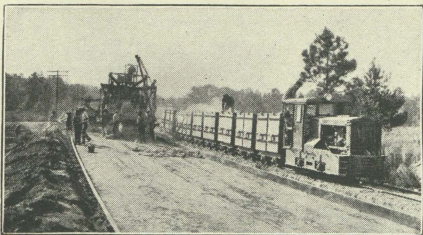
ARMCO, of course!

When 150 feet of 18" Armco Culvert was laid in this small creek at Venice, Florida, the work took about one-sixth the time that would have been needed to install rigid type of pipe—and the engineers knew they were installing the culvert of greatest permanency.

For strength, long life and low cost, use ARMCO for road culverts.

For Information, Write

DIXIE CULVERT & METAL COMPANY
JACKSONVILLE, FLORIDA



Concrete Road Construction

Mr. Contractor--

Of course you know it can be done more economically, with greater speed, and closer limits, with industrial railway equipment, BUT—did you know you can now sub that work to Specialists, whose personnel has had ten years of experience in this line—and thereby relieve yourself of purchasing expensive equipment, which your next job may make obsolete?

Cut and Fill Work

The Industrial Haulage Corporation

6 Granada St.

P. O. Box 745

St. Augustine, Florida

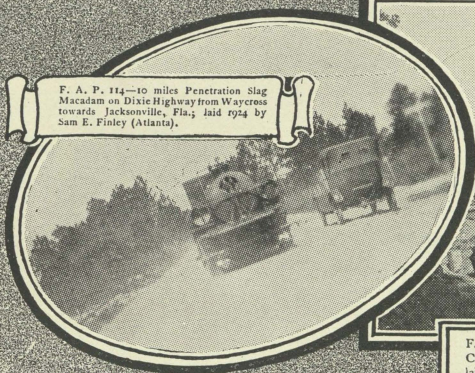




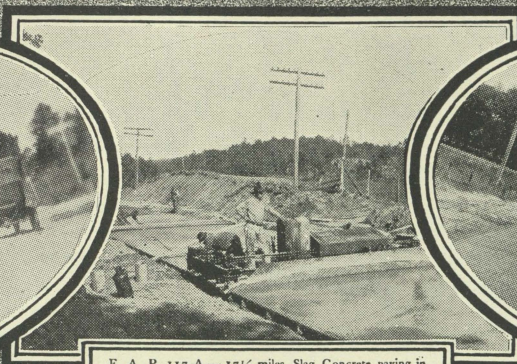
Along the Indian River on Road 4—F. A. Project 36-B.



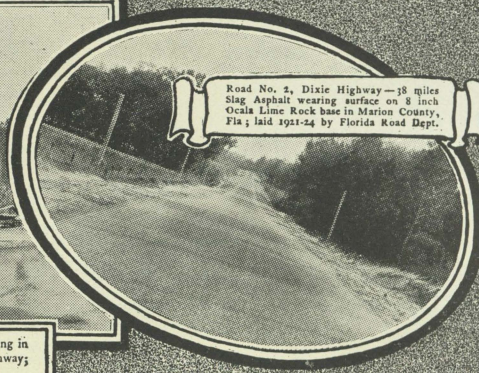
Airplane View of F. A. Project 38—Escambia Bay Bridge.



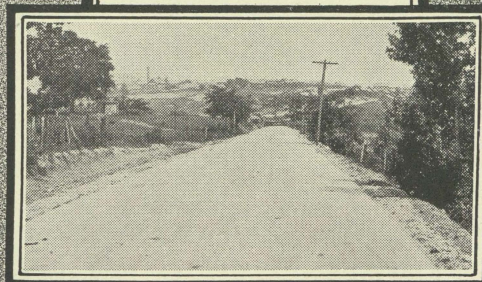
F. A. P. 114—10 miles Penetration Slag Macadam on Dixie Highway from Waycross towards Jacksonville, Fla.; laid 1924 by Sam E. Finley (Atlanta).



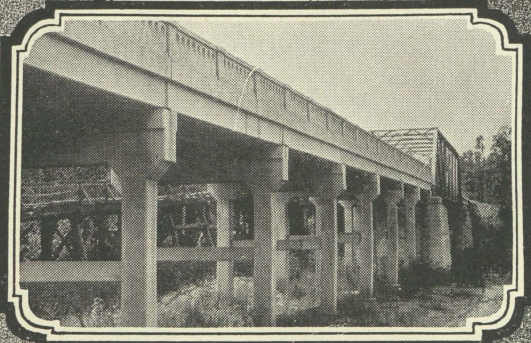
F. A. P. 117-A—17½ miles Slag Concrete paving in Chilton County on Birmingham-Montgomery highway; laid 1925 by J. R. & J. B. Miller (Bacon, Ga.)



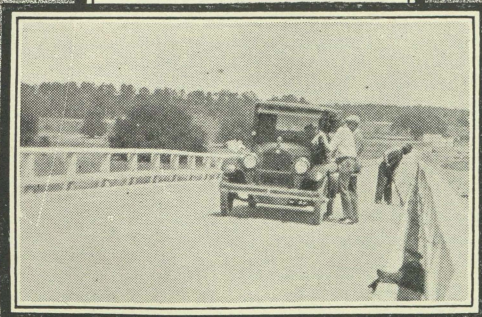
Road No. 2, Dixie Highway—38 miles Slag Asphalt wearing surface on 8 inch Ocala Lime Rock base in Marion County, Fla.; laid 1921-24 by Florida Road Dept.



Jefferson County, Ala., Project (Ensley-Mulga-Wylam Road); 13½ miles Asphaltic Slag Concrete on Slag Macadam base; laid 1923 by Independent Paving Co., (Birmingham)



Slag Concrete Bridge (F. A. P. 110) over Cahaba River on Birmingham-Montgomery highway; built 1924 by Columbus Construction Co., (Columbus, Ga.)



F. A. P. 298 on Dixie Highway (Dougherty County, Ga.)—Photo shows one of two Sheet Asphalt projects, totalling 11½ miles, in which Basic Slag was used in the binder course; laid 1924 by Sam E. Finley.



The One Road Metal That Meets Precisely the Requirements of Each Project

ONE of the fundamental reasons for the increasing use (now more than a million tons a year) of scientifically prepared

"ENSLEY" & "ALA CITY" BASIC SLAG
CRUSHED & SCREENED

for all types of hard surface highways is the fact that each shipment is crushed, screened and sized to meet the exact requirements of the particular paving in which it is used.

When you write Basic Slag in your specifications you know your road metal shipments will come through exactly right—on time—and adequate, no matter how heavy your requirements.

Birmingham Slag Co.

Slag Headquarters for the South

ATLANTA THOMASVILLE BIRMINGHAM MONTGOMERY Ocala, Fla.



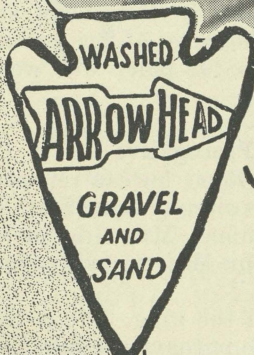
Sebastian River Bridge from West or Sebastian River Side. F. A. Project 39-A, Road 4.



F. A. Project 40-A. Looking North Near Malabar. Surface-treated Base.



*3,000 tons
additional
daily capacity*



Announcing— The Completion of Plant No.2 at Montgomery!

ENGINEERS, Contractors and Road Builders have a new and dependable source of sand and gravel in the completion of our modern washing and screening plant—located within the switching limits of Montgomery, with connections to M. & O., S. A. L., A. C. L., C. of Ga., L. & N. and W. of A., assuring prompt shipments to all southeast points.

An inexhaustible supply of sand and gravel, ranging from 3" down, enables us to meet "Big Rock" specifications, no matter how heavy your requirements.

The new plant, electrically operated throughout, has a daily capacity of 3,000 tons. A feature that insures the absolute cleanliness of Arrowhead Sand and Gravel is the use of three million gallons of water in producing each day's output.

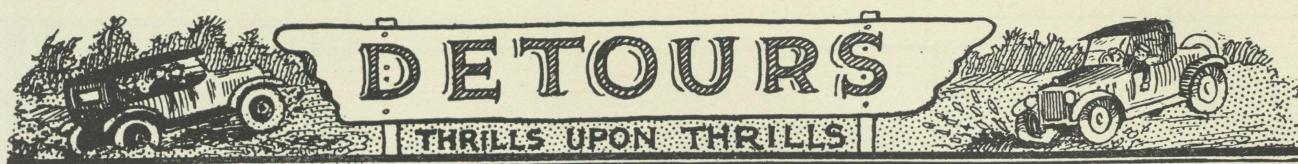
*We Specialize
in "Big Rock"
Specification
Gravel*

Inquiries invited on the basis of favorable delivered prices to all southeast points!

MONTGOMERY GRAVEL CO.

Office
SHEPHERD BLDG.
MONTGOMERY, ALA.

Plants
MONTGOMERY, ALA.
ARROWHEAD, ALA.



I know a girl with eyes as blue
And just as bright as yours are, too.

I know a girl with curly hair
With which your own cannot compare

I know another girl whose wit
Has yours outclassed by quite a bit.

I know a girl who loves me, too.
I think that's more than you will do.

I know a girl whose lips are not
As red as yours—but twice as hot.

Gee whiz! You flop on every test.
I wonder why I like you best?
—Washington Cougar's Paw.

“How old would a person be who was born in 1898?”

“Man or woman?”—Oklahoma Whirlwind.

Henry Ford has denied the rumor that he intends to retire to a peaceful country cottage. Thanks to his efforts there isn't one.—Punch.

Painting the Lily

Magistrate: “You say he said you had the face and habits of a monkey, and that he could make a better man than you out of chewed string? What happened then?”

Victim: “'E then became abusive.”—Punch.

The fortune teller says she'll achieve wealth from an unexpected quarter; but Dora says two bits can't go far.—Judge.

When Freak Meets Freak

The only time a horse gets scared nowadays is when he meets another horse.—North Jersey Motorist.

Stays Put

“The example was recently cited,” notes The Record of Christian Work, “of the zeal of one woman who was at the forefront in all church work, and whose tombstone bore the inscription: ‘This is the only stone she ever left unturned.’”—Christian Register.

Anyhow He Sang

Mother (to Bobby): “Surely you did something else but eat at the school treat?”

Bobbie: “Yes, mummie. After tea we sang a hymn called, ‘We can sing, full tho we be.’”

Mother learned later that the hymn selected had been, ‘Weak and sinful tho we be.’—Dublin Sunday Independent.

A Different Dame

Frosh: “What a fine statue that is! It's alabaster, isn't it?”

Soph: “No, that's Aphrodite.”—Colgate Banter.

Carte Blanche

Bride: “Here's a telegram from papa!”

Bridegroom: “What does he say?”

Bride: “Do not come home and all will be forgiven.”—Widow.

Thawing Out

A fire recently broke out in a railway station waiting-room. To the annoyance of the passengers their train came in just as the place was warming up.—London Opinion.

Last Royal Prerogative

The New York World's Rome bureau reports that when the King of Italy was signing some State paper he dropped his handkerchief. Mussolini picked it up and said, “I trust Your Majesty will allow me to keep this as a souvenir.”

“I fear not,” answered the king. “It is the one thing left which you let me put my nose into.”—Boston Transcript.

One pedestrian is killed in the United States every eight hours, a statistician says. That pedestrian must get awfully tired of it.—El Paso Times.

Today's prize for painting the lily goes to Moscow, where a training school for clowns has just been established.—Dallas Dispatch.

Scientist says the bee language is a kind of dance performed with their feet. As we recall, the only bees that have ever tried to communicate with us have sat out the dances.—Arkansas Gazette.

A German scientist says that people will soon be able to read their newspapers, then soak them in acids which will bring out the food value of the wood-pulp, and eat them for breakfast. The Literary Digest is already on sale at most drug stores.—Brunswick (Ga.) Pilot.

A contemporary points out that cabbage contains the ingredients of guncotton, yet no motorist ever takes the trouble to ascertain whether his pedestrian happens to be a vegetarian.—Punch.

“Easy payments” are in the same class with “painless extractions.”—Wall Street Journal.

Roumania's now on the map,
Thanks to the queen herself;
The map is in the atlas
And the atlas on the shelf.

—Chicago Tribune.

Mileage of Permanent Paving Steadily Increasing Throughout the Country

DURING the past few years giant strides have been made in improving highways in practically every section of the country.

Motorists now find mile after mile of permanent paving where only a short time ago crawled dusty, rutted trails and country roads hub deep in mud.

Today paved roads link town to town, county to county, state to state. And over these roads pass countless tons of merchandise, and millions of motorists from near and far.

Many tourists now look upon week-end trips of four and five hundred miles as mere jaunts. More and more of them are making vacation trips which take them over a greater mileage than they formerly covered in a lifetime. All the year round they

have at their command safe, quick, individual transportation over an ever-widening area.

These tourists know roads. They especially know and appreciate the merits of concrete roads.

That is one of the big reasons why this country already has 38,000 miles of concrete highways, and why more than 3,000 cities have streets paved with concrete.

Yet thousands of miles more of permanent roads and streets are badly needed right now; needed because there are already over 20,000,000 motor vehicles in this country, and the motor industry is turning out more than 4,000,000 new cars a year.

You can get the kind of roads and streets you ask for.

Local authorities will be glad to have you voice your approval of their use of concrete. They will extend this permanent paving as rapidly as you say the word. Tell them you want more concrete streets and roads wherever modern traffic requires them.

PORTLAND CEMENT ASSOCIATION

A National Organization to Improve and Extend the Uses of Concrete

1010 Graham Bldg.,
JACKSONVILLE, FLORIDA

Status of Road Construction

Through October 31st, 1926.

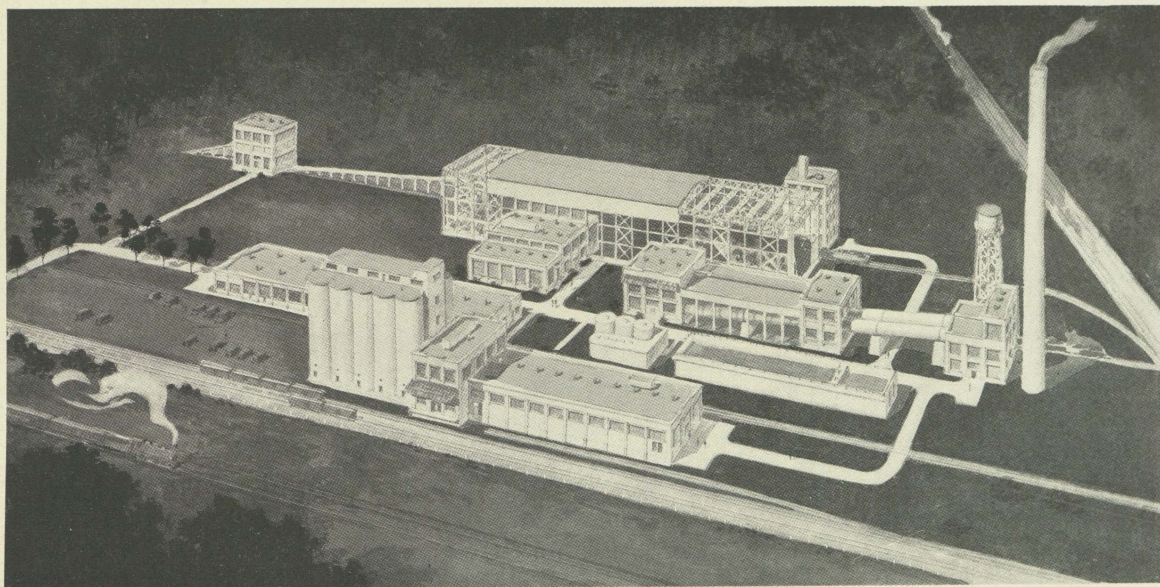
Project No.	Contractor	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Type	Per Cent Complete				
7	Duval Engr. & Contr. Co....	2	Hamilton	13.00			6.71	0.00	S.T.	46.40				
31	Duval Engr. & Contr. Co....	2	Hamilton	11.82			11.82	10.50	S.T.	99.00				
41	Morgan-Hill Paving Co....	4	Dade	12.00	12.00	11.64	8.16	.24	S.A.	55.00				
47	Boone & Wester	4	St. Johns	14.96	14.96	14.96			G.	100.00				
48	A. J. Hoffman	4	St. Johns	15.94	15.94	14.07			G	90.00				
49	A. J. Hoffman	4	Flagler	13.81	12.70	3.18			G.	44.00				
50-A	Boone & Wester	14	Putnam	6.18	0.00	0.00			G.	0.00				
50-B	B. Booth & Co.....	14	Putnam	9.77	9.77	8.00			G.	75.00				
50-C	E. Roy James.....	14	Putnam	10.03	3.61	1.50			G.	12.00				
53-A	B. Booth & Co.....	2	Lake	7.11	6.13	5.33			G.	80.60				
500-A	Noonan-Lawrence	20	Bay	9.65	9.65	5.69		2.21	Conc.	34.00				
504	Duval Engr. & Contr. Co....	1	Columbia	9.41			4.98	0.00	S.T.	53.00				
514	State Convict Forces	1	Jackson	11.04	8.05	4.53		2.76	S.C.	41.98				
529	M. C. Winterburn	1	Suwannee	12.70				0.00	Conc.	0.00				
533	Baker & Foulks, Inc.	1	Suwannee	13.47			2.63	0.00	S.T.	18.00				
543	Lake Worth Constr. Co. ...	3	Seminole	14.20	11.07	4.55			G.	35.00				
562-A	H. E. Wolfe	8	Highlands	5.37			5.37	5.37	S.T.	100.00				
564-C	E. F. Powers Const. Co....	5	Charlotte	3.94	3.86	2.64			G.	66.00				
564-B	Broadbent Const. Co.	5	Charlotte	9.73			3.89	0.00	S.T.	38.00				
565	Johnson, Drake & Piper...	1	Madison	15.99				.64	Conc.	4.02				
580	State Convict Forces	19	Dixie	13.00		Under Construction			S. T.	Not rep't				
589	H. E. Wolfe	5	Lee	8.16			4.81	0.00	S.T.	53.00				
590	State Convict Forces	1	Santa Rosa	9.00		Under Construction			G.	Not rep't				
592	Bennett Const. Co.	10	Franklin	7.89	0.00	0.00			G.	0.00				
595	L. M. Gray	3	Volusia	6.43			6.43	2.57	S.T.	96.00				
613	Broadbent Const. Co.	5	Sarasota	4.62	4.62	4.62	4.62	4.62	S.A.	100.00				
614	Walter J. Bryson Pav. Co. .	5	Sarasota	17.07	17.07	5.69			G.	35.30				
617 & 618	L. M. Gray	5	Alachua	16.07			15.26	7.00	S.T.	82.70				
619	J. L. Gladwell	5	Alachua	9.28	2.88	.74			G.	8.00				
621	Penton-Mathis Const. Co..	1	Okaloosa	17.35	17.35	15.09			G.	87.90				
623	State Convict Forces	35	Madison	12.91	12.91	12.00		0.00	S.C.	71.00				
631	E. P. Toulmin	1	Washington	8.53	8.53	7.93			G.	94.00				
634	State Convict Forces	1	Jackson	11.07	11.07	11.07		11.00	S.C.	96.00				
641-A	Chas. F. Wilmore	4	Palm Beach	11.36	9.35	6.25			G.	56.00				
642	F. S. Whitney	3	Putnam	10.82			10.00	10.00	S.T.	92.00				
644-A	Gillis Const. Co.	10	Wakulla	8.49	8.49	8.49			G.	100.00				
648-A	Southern Surety Co.	2	Hardee	14.17	14.17	13.40			G.	90.00				
651	State Convict Forces	10	Gulf	14.72	13.50	10.30		1.00	S.C.	36.80				
652	Penton-Mathis Const. Co..	33	Okaloosa	9.04	9.04	9.04		9.04	S.C.	100.00				
655 (Sec. 1)	H. E. Wolfe	18	Highlands	13.26	13.26	13.26	13.26	13.26	S.T.	100.00				
655 (Sec. 2)	H. E. Wolfe	18	Highlands	1.74	1.74	1.74	1.04	0.00	S.T.	85.00				
657	State Convict Forces	6	Jackson	10.00	10.00	9.50		9.00	S.C.	90.00				
658	Myers Const. Co.	1	Holmes	8.21	8.21	7.79			G.	93.00				
659	M. C. Winterburn, Inc.	3	Clay	13.27	5.97	0.00			G.	14.00				
660	B. Booth & Co.	3	Clay	10.52	10.52	10.41			G.	97.00				
660	Langston Const. Co.	3	Clay	10.52			0.00	0.00	S.T.	0.00				
663	Wm. P. McDonald Const. Co.	5	Citrus	8.03			3.25	0.00	S.T.	38.00				
666	State Convict Forces	6	Jackson	6.52	6.52	6.52		5.00	S.C.	97.00				
667	H. E. Wolfe	18	DeSoto	8.63	8.19	4.31	1.21	0.00	S.T.	55.00				
668	E. F. Powers Const. Co. .	4	Brevard	13.45	9.41	2.69			G.	27.00				
669-B	M. C. Winterburn, Inc.	27	Dade	10.32	10.32	10.32	10.32	5.00	S.T.	95.00				
669-C	R. C. Huffman Const. Co...	27	Dade	12.00	4.50	0.00			G.	5.00				
669-V	Alexander, Ramsey & Kerr	27	Collier	11.91	7.00	2.98			G.	26.00				
669-W	State Convict Forces	27	Collier	14.00		Under Construction			S. T.	Not rep't				
669-X	Alexander, Ramsey & Kerr	27	Collier	9.39	8.45	3.66			G.	30.00				
670	State Convict Forces	6	Jackson	18.30	12.30	11.00		10.50	S.C.	85.00				
672	State Convict Forces	1	Leon	9.92	9.92	9.82		9.72	S.C.	98.00				
673	State Convict Forces	1	Gadsden	9.90	8.50	8.00		7.00	S.C.	70.00				
675	Wm. P. McDonald Const. Co.	17	Polk	5.16	5.16	5.16	4.13	0.00	S.A.	56.00				
676-A	Gilbert & Hadsock	19	Levy	9.95	9.95	8.65			G.	91.00				
676-B	McLeod Const. Co.	19	Levy	14.39	12.23	11.37			G.	76.00				
676-C	Langston Const. Co.	19	Levy	13.93	6.60	1.05			G.	14.00				
677-A	A. J. Hoffman	13	Levy	6.96	4.87	0.00			G.	19.00				
679	Wm. P. McDonald Const. Co.	5	Hernando	7.12			1.64	0.00	S.T.	21.00				
682	Caye-Andrews Co., Inc. .	5	Citrus	6.46	6.46	6.46			G.	100.00				
682	L. B. McLeod Const. Co. .	5	Citrus	6.46			4.52	0.00	S.T.	63.00				
687-A	E. W. Ellis	2	Lake	15.00	10.20	4.50			G.	39.00				
693	Boone & Wester	4	St. Lucie	8.73	8.64	6.55			G.	46.00				
694	C. A. Steed & Sons	4	Martin	8.43	8.05	3.82			G.	45.00				
Total Complete October 31, 1926..					17	Polk	5.16	5.16	722.45	1302.42				
Complete Month of October.....							51.65	34.42	35.85	31.29				
Total Complete Sept. 30, 1926.....							1654.46	1675.73	686.60	1271.13				
TOTAL MILEAGE COMPLETE														
Concrete Brick B.C. S.A. B.M. Asp. Blk. S.T. S.C. Marl Total														
Complete to Sept 30, 1926.....					115.23	17.15	10.74	69.47	89.07	23.20	498.93	466.83	45.86	1335.58
Complete Month of October.....					1.99			1.68			32.07	1.32		37.06
Total to October 31, 1926.....					117.22	17.15	10.74	71.15	89.07	23.20	531.00	468.15	45.86	1372.64

Phoenix Portland Cement Corporation

PLANT

PHOENIXVILLE (*Birmingham District*), ALABAMA

Capacity 1,300,000 Barrels Annually

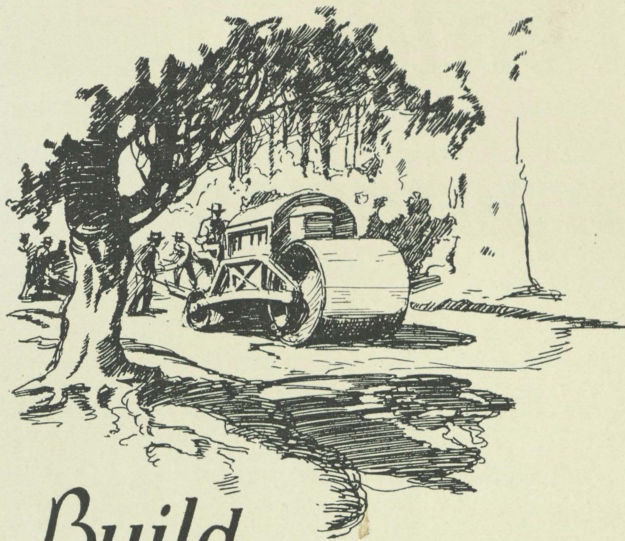


Satisfactory progress is being made in the construction of our plant and we will have "Phoenix" Brand of cement on the market some time after the first of the new year.

We Invite Your Correspondence



SALES OFFICE
ALABAMA POWER BUILDING
BIRMINGHAM, - ALABAMA.



Build Permanent Roads for Present-Day Traffic

POUNDING trucks, rushing busses, speeding automobiles—disastrous to highways, a constant problem to the road builder and an unending cost to the taxpayer. How necessary that, **when built**, a road represent the three fundamentals of road-permanence: Sturdy, durable base, proper surfacing and scientific drainage. And the lack of any one spells early ruin to the best of roads; but, as foundation is important in any construction project **base is the life of a highway!**

History of roads with a Lime Rock base, the most severe of scientific tests, and the rigid requirements of the Government itself, all testify to the worthiness of Lime Rock.

Lime Rock has the endorsement of leading testing laboratories as a material of exceptional permanence, when drainage is right and surfacing properly spread.

Lime Rock has the approval of the Federal Bureau of Highways, as base material for **Government** roads.

Such is the chemical composition of Lime Rock, it is its own binder and substance under pressure, an economy of special importance in building long-lasting roads rapidly.

Road life largely depends on its base—and the choice of a base should depend on facts!

Lime Rock Is the Life of the Highway

A FLORIDA PRODUCT

FLORIDA
LIME ROCK
ASSOCIATION

P. O. Box 1081

JACKSONVILLE, FLORIDA